

NOTICE TO ALL TEAMSTER MEMBERS

Effective with the month of October, 1973, Union dues for all members in all local unions affiliated with the International Brotherhood of Teamsters will be increased by \$1.00 per month. This dues increase is in accordance with the requirements of Article X, Section 3(d) of the International Constitution.

Teamsters Withdraw Guards Around Fields

The Teamsters Union will immediately withdraw all guards from agricultural areas being picketed by the United Farm Workers Union, according to William Grami, Director West. Confer. of Teamsters Agricultural Organizing Committee.

We are doing this because we believe that local law enforcement agencies have realized the need for increasing their forces to the point where their protection appears adequate.

Guards, who were deployed to protect and show support for Teamster workers in the fields, will be withdrawn from the Coachella Valley, the Arvin-Lamont area and the Salinas Valley.

We were forced originally to utilize guards because law enforcement in those areas was not adequate to protect workers from intimidation, harassment and physical violence by the UFW supporters. Incidents of firebombing, car burning and physical attack were not being stopped by local enforcement agencies.

Now, however, police and sheriffs' departments have seen the violence and they have increased their forces to the point where we believe we can withdraw our guards. The increased law enforcement contingents are, we believe, adequate to prevent further intimidation of the people

Hawaiians Seek Relief From Disputes Imposing Hardships

The Congressional delegation from Hawaii — consisting of three Democrats and one Republican — have joined in sponsoring two bills that would cushion the hardships of residents of the 50th state in the event of strikes affecting surface shipping.

The bills provide for continued "normal commerce between West Coast ports and Hawaii" during the first 160 days of any maritime or longshore work stoppage, and require common expiration dates and three-year renewals for all West Coast longshore and maritime contracts.

The sponsors pointed out how Hawaiians suffer during periods of strikes or lockouts in which they are not involved, since they are dependent primarily on imports from the mainland. Such disruptions, they claimed, are "all too frequent" and during an 18-month period between July 1, 1971, and December 31, 1972, deprived Hawaii of mainland shipping service for 179 days. No one in Hawaii was involved directly in these disputes, said the sponsors, except for one three-day period.

Local 911 Cancels Summer Meetings

Teamster Local 911 will not hold regular monthly business meetings during July, August and September. The next regular meeting will be held in the Teamster Building, Klamath Falls, 8 p.m. October 16, and in the Lone Pine Labor Temple, Bend, at 8 p.m. October 23.

working in the fields under Teamster contracts.

The leaders of the United Farm Workers Union have repeatedly expressed non-violence as their policy. If they had enforced this policy, it would not have been necessary to assign Teamster personnel to protect our members.

I strongly urge the UFW leaders to immediately take all necessary steps to enforce their policy of non-violence.

We will now wait to see if they will abide by that policy.

We hope this withdrawal of the guards will give us more time to get on with the union business of representing the people working under our contracts.

Wyatt Proposes Control of Auto Weight and Speed

WASHINGTON — Congressman Wendell Wyatt (R-Ore) announced the introduction Friday of an ecology and energy conservation measure which would limit the weight of passenger cars manufactured after January 1, 1976.

Wyatt's proposal would completely prohibit the manufacture of heavier passenger cars after 1976 and place a graduated Federal tax on cars below this maximum weight, which is in the mid-range of those cars manufactured today.

According to Wyatt, a recent EPA study shows that vehicle weight is the single most important vehicle design parameter affecting fuel economy. The study concludes that vehicles have historically been getting heavier and this has significantly reduced fuel economy. Wyatt suggested that this legislation is intended to discourage the manufacture and use of these larger gas guzzling automobiles, which require nearly twice as much fuel as smaller cars to operate.

Wyatt added that a further purpose of his bill was to reduce the total number of automobiles being operated on the highways of America. "Obviously, the time is

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Teamsters Gain Best Wages, Fringe Benefits in New Freight Contract

Some 400,000 Teamsters engaged in the transportation of freight throughout the U.S. are in the process of ratifying, via mail referendum, a 33-month contract that will bring them the highest wages and best fringe benefits ever negotiated with the motor freight-hauling industry.

The settlement was reached after several weeks of bargaining between the union's negotiating committee headed by IBT General President Fitzsimmons and members of Trucking Employers, Inc., who bargained in behalf of 1,200 trucking companies. Terms of the tentative contract were read by Fitzsimmons to representatives of the 350 Teamsters unions involved and won their unanimous approval. It now goes to the membership for ratification.

The contract provides for a wage increase, as of July 1st, of 35 cents hourly, with 30 cents ad-

ditional to come on each of the two subsequent anniversary dates. Per mile increases or over-the-road drivers at ¼ cents in the first year; a similar amount in the second year, and ½ cent in the third year. Under an escalator clause workers will get an 8-cent minimum and a maximum of 11-cents on the second and third year anniversary dates, to be computed at the rate of one-cent per hour for each 0.3 percent increase in the Consumer Price Index.

Secretary of Labor Peter Brennan, along with Federal Mediation-Conciliation Service Director William J. Usery and Cost-of-Living Council Representative Dennis Isenberg, appeared before Teamster union officials after the tentative settlement was reached. "All of you," said Brennan, "have done a fine job for the welfare of your membership, for your country, and its future. The fact that you did it without strikes or lockouts shatters the idea of outlawing strikes, the idea of compulsory arbitration and anti-labor legislation, which I oppose."

In addition to wage increases, Teamsters have gained sizable improvements in their health and welfare benefits and pensions. Employer contributions are being increased by \$6 weekly—to be divided equally between health-welfare and pensions—during the first year, and by \$5 during the second and third years. Also negotiated was an additional paid holiday, bringing the total to 11

annually; a fifth week of paid vacation after 20 years of service, and two days of guaranteed funeral leave.

Mail Rate Rise Called Threat To Labor Press

Huge increases in postal rates that threaten the existence of second-class non-profit publications including the labor press have been denounced by labor spokesmen.

"Trade unions do not expect to escape a rate increase," one official said. "They are willing to pay a reasonable share of the cost. But we are opposed to an increase that threatens the existence of labor, church and other publications."

Noting that the proposed increases would amount to a 750 per cent boost over 10 years with a 100 per cent increase effective at once, labor has urged Congress to suspend further increases in rates for second-class non-profit mail and that it apply a new rate formula, that will preserve the traditional position of all second-class mail within the postal rates structure.

A study pointed out that nearly three-fourths of labor publications are financed entirely by membership dues, that they accept no advertising and that they are expense items for unions that weigh heavily upon them. It called dissemination of these papers important, not only to union members but "essential to the public as well."

House Bill Would Slash Cost Of Postage For Union Papers

The House Post Office Committee has approved a bill that would sharply reduce the cost of postage rate increases scheduled over the next nine years for non-profit second class publications — including the labor press.

The committee made no change in the rate increases imposed by the Postal Rate Commission, which would boost mailing costs for a typical eight-page union tabloid by more than 800 per cent over the full ten-year phasing period.

But it established a formula under which the cost of future rate

increase, including those already scheduled, would be split 50-50 between the non-profit mail user and the U.S. Treasury. In addition, non-profit journals would pay only two-thirds of the applicable rate on the first 250,000 copies of an issue.

The net effect would be to cut the mailing costs of labor publications to less than half the amounts set by the Postal Rate Commission.

The AFL-CIO and the International Labor Press Association had joined in testimony before both House and Senate hearings, warning that unless Congress acted to ease the burden of the scheduled rate increases, many labor papers and other non-profit journals would be forced to suspend or curtail publication. Senate Post Office Committee action is still pending.

The first step in the 10-year schedule of rate increases went into effect last July and immediately doubled the mailing cost of most union publications. The second step—scheduled for July 6, 1973—has been postponed because of the pre-Phase 4 price freeze, and the U.S. Postal Service announced it would not seek an exception.

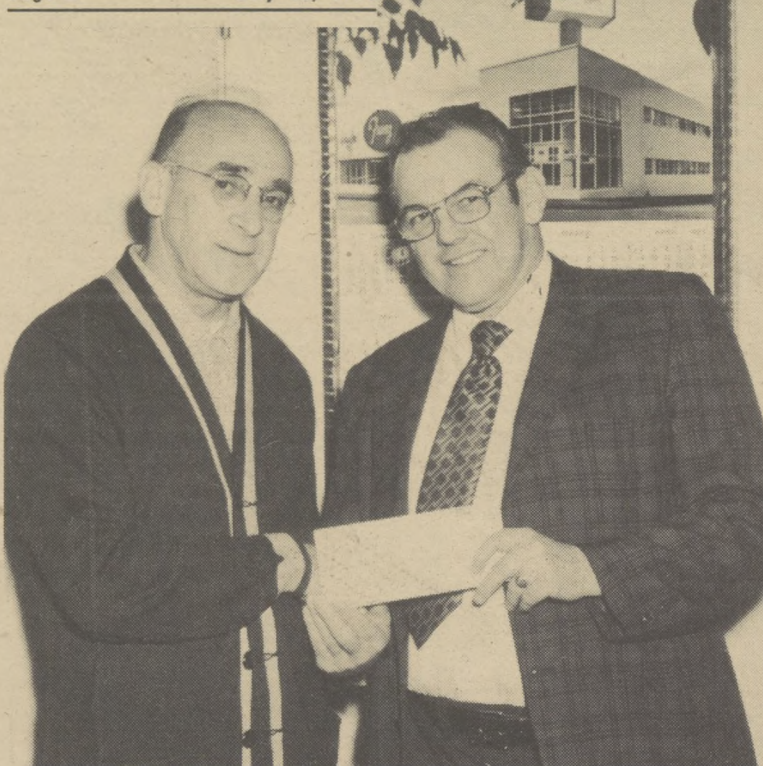
One Teamster Paper Issued During July

To allow members of the Oregon Teamster staff to spend a vacation with their families there will only be this one issue during the month of July.

The next issue will be mailed out to members August 9.



PICKETS ON DUTY—Employees at Pacific Saw and Knife Company, 845 N.E. Columbia Blvd., Portland, went out on strike when the company failed to recognize Teamster Local 81 as their bargaining agent. The Local had obtained most of the workers names on bargaining cards, but the company refused to recognize the union. The strike started with the swing shift July 5 and has continued since. Slightly more than 50 people are involved.



RETIRED—Chris Kromm says he will just do what comes natural, after retiring from Franz Bakery with close to 30 years of service. Teamster Local 499 Secretary-treasurer Frank Kies, right, presents him with his first Teamster Pension check. Kromm had been a sales-driver with the firm.

Redden Speaks Out On Fuel Shortage

State Treasurer Jim Redden, at a hearing on the fuel shortage held May 17 by the House Committee on Transportation, told the Committee "The serious consequences of a gasoline shortage in the country or in this state cannot be exaggerated."

"Charges have been leveled at the oil industry by independent and major gasoline dealers and many consumer groups that the oil shortage is artificially created in order to relax environmental restrictions and to increase the depletion allowance and other tax incentives for industry," he said.

Redden said he and Committee Chairman Howard Willits felt the hearing was necessary "to attempt to find the facts and possible solutions" in the predicted gasoline shortage.

"If the shortage is as drastic as some predict," Redden warned the Committee, "the Legislature may be forced to take steps to lessen the financial blow to local communities and to the state."

Redden said he hoped the testimony presented at the hearing from both sides of the argument would enable the Committee to determine the seriousness of the problem and to take whatever steps might be necessary to

protect citizens of Oregon and its economy.

Redden listed three areas of major concern which the Committee should consider:

1. The Oregon economy, which receives a total of 87.6 million dollars per year from the gasoline tax, of which 8.6 million is contributed by tourists. Cities receive 12 per cent and counties 20 per cent of these funds and drastically reduced gas sales could result in "budgetary disaster" for local governments.

Redden pointed out that half of the 460 million dollars Oregon gets from tourists comes during the summer months and a gasoline shortage at this time would certainly cripple the tourist industry.

2. The consumer, who is faced with skyrocketing gasoline costs. Redden said the recent announcement from Washington that rationing will not be necessary because higher prices will reduce sales of gasoline means no help for the consumer on the national level.

3. The independent gasoline dealers, who are concerned that they will be forced out of business. Redden said this would be a further blow to the Oregon consumer as independent dealers provide a lid on consumer prices.

With the Retirees

By E. M. (Milt) Sheldon, President

Our July meeting held in the Teamster building on the fourth of July holiday was attended by 105 members and guests. The snack bar was open and a movie 'The Red White And Blue' was enjoyed by all.

Brother Fred Fish made a report on the preparations that have been made for the picnic at Blue Lake Park on Wednesday August 1, 1973. This will be the only copy of The Oregon Teamster before that date, so mark it on the wall and plan to be there, bring some lunch and the bunch and join in the fun.

Yours truly will be on leave from the duties of president until the September meeting. The time will be spent on a combination of vacation, jury duty, and moving. The affairs of state will be under the able direction of Vice President Brother Jack Kronenberg. I will hate to miss the picnic because it's a wonderful group and a lot of fun. See you later.

Paycheck is OK But He Wants More Work

In Rome, Italy, Ulderico Morando, a white collar electrical company worker, became a living refutation of the reactionary claim that most workers don't want to work, they just want a paycheck.

Morando sued his employer for "moral damages" because, he charged, when the electrical company moved to a new plant he was retained on the payroll but left alone in his old office with no job to do.

Revealing that he only received a \$50 monthly salary but bonuses, too, for doing nothing, Morando demanded that the court order his employer to provide him work as well as wages.

Don't Wait . . .

DONATE
To The Blood Bank

State Labor Dept. Issues Last of 3 Labor Reports

By a wide margin, middle income Oregonians still believe in the "American Dream."

Middle income Oregonians indicate a strong preference for a public health insurance program.

A majority of middle income Oregonians feel the government should show greater concern for them but also realize that there must be more active participation and involvement on their part.

About 80 per cent of middle income Oregonians feel a college education is what is necessary for their children to succeed.

A substantial number of middle income Oregonians feel the public schools could do a better job.

These are a few of the conclusions reached in the third and final preliminary report on a precedent-setting survey of middle income wage earners in the state conducted by the Oregon Bureau of Labor. The survey was made last year of 500 heads of family, touching on their hopes, aspirations and concerns about issues of the day. A majority was from the Portland area.

The first report indicated, among other things, the biggest problems middle income Oregonians think they face are taxes and inflation. The second report indicated, among other things, they feel the tax load is unfairly distributed.

"This is an extremely important survey," said Norman O. Nilsen, the State Labor Commissioner, "in that it gives what we all consider the average American a chance to speak up and perhaps say what is troubling him or her. I hope those who are in a position to assist these persons will take notice of what the findings indicate."

The survey was conducted by Dr. Eric Weiss, Director of Research for the Bureau of Labor, aided by his assistant Nancy Doughton, and with the technical assistance of Bob Hulen, the Bureau's Information Officer. The questionnaire they utilized included such subjects as employment, pay rates, pensions, education, working conditions, health concerns, government activity.

In stressing their belief in the "American Dream," 81 per cent answered affirmatively to the question, "In your opinion, is America still a country where, with hard work and ability, one can 'make it'?"

This came, the survey indicated, in spite of the fact that there were few with other backgrounds from other nations which, often in the past, has emphasized a patriotic attitude. More than 92 per cent were born in the United States while about one in four from the Portland area and only one in six from the rest of the state had one or both parents foreign born.

The strong sentiment in favor of the "American Dream," the report said, indicates a basic conviction that although there are many things wrong with America today which confront its citizens daily, "there are many more things that are right with America."

This belief in their country also was a belief in the future. More than 63 per cent indicated they felt their children would be as well or better off when they reach the respondent's age. Main reasons indicated were, in order, better educational opportunities and the fact that the children have started on a higher level.

The fact that a large number thinks their children will be in good shape in future years was not reflected by the thoughts of many on the quality of present-day education. Out of those with children in school from the

Portland area, 42 per cent thought the public schools were doing a mediocre job and 15 per cent thought they were doing a poor job. Of a similar group from the rest of the state, 37 per cent thought they were doing a mediocre job and four per cent thought they were doing a poor job.

Thirty-five per cent from the Portland area and 48 per cent from the rest of the state thought the public schools were doing a good job. A total of 75 per cent in the Portland area and 62 per cent from outside indicated they had children in school.

Interestingly enough, middle Oregonians who did not say they had children in school gave the public schools a far less favorable rating than did the parents. In the Portland area, 56 per cent of this group said the public schools were doing a mediocre job and 20 per cent said they were doing a poor job. From downstate, 45 per cent said mediocre and 14 per cent poor although 38 per cent of this group gave a "good" report card.

Their sentiments were based on, in order, what the schools teach, how the schools teach and school-student relationships. The latter was reinforced by many comments about "lack of discipline." Other remarks were about "lack of financial resources," poor administration of funds, not enough vocational training and not enough teaching of "social responsibility."

In talking about post-high school education, more than 75 per cent favored a college education with training in a skill or trade next, way down the line. More than six of 10 felt they would have to contribute financially while more than two-thirds anticipate their children will have to work to get through college. More than one-third are hopeful of scholarship help while a relatively large proportion has no idea where the money will come from for college educations.

In answer to the focal question about health care problems, "Do you think a public health service program, covering costs of private medical services for all wage earners and their families, would be preferable to the present system of health insurance by commercial insurance companies?"

Fifty-eight per cent from the Portland area and 72 per cent from outside said yes. The no answers were 33 and 23 per cent respectively. Union members were particularly strong in support of government administered insurance. The support also, was reflected by all income levels.

Of those who said they were in favor of a public health insurance program, almost 84 per cent wanted it to cover all medical expenses while between 16 and 17 per cent wanted it to cover only major medical expenses.

More than 95 per cent indicated they are now covered by some form of health insurance with 96 per cent in the Portland area and 99 per cent outside of Portland involved in group plans.

It was indicated that in the previous report, medical costs were noted as being near the top among items which place the heaviest strain on the pay check. It also was pointed out that a recent article in *The Oregonian* said that Portland hospital costs were among the highest in the nation.

In conclusion, the report had a few of the comments received from some of the participants. They included:

—When the Legislative body of any government holds to political allegiance and secular interests,



JACK ALEXANDER, Sec.-Treas.

Local 81's regular membership meetings have been suspended for July, August, and September and will resume the third Sunday in October at 10:00 a.m.

SPECIAL MEETING; There will be a special meeting for all drivers of short haul carriers to discuss contract proposals on Sunday, July 15, 1973 at NOON in the auditorium of the Teamsters Building. All drivers from the following companies should make very effort to attend: Fourier Truck Service, L. C. Hall's Truck Lines, Inc., I-5 Freightlines, Longview Motor Transport, Nehalem Valley Motor Freight, newberg Auto Freight, Risberg's Truck Line, S & M Truck Lines, Tigard-Sherwood Truck Lines, Tillamook - Portland Auto Freight, Willamette Valley Transfer Co., Woodburn Truck Lines, Woodland Truck Lines, Bower Trucking & Warehouse, Columbia River Truck Company and Porter Truck Lines.

PICKET LINE: Local 81 has been asked by the employees of Pacific Saw & Knife to be their collective bargaining representative. The Company, however, has denied that recognition and refused to negotiate therefore Local 81 has been picketing the business and have requested that everyone honor the picket line.

BALLOTS on the National Master Freight Agreement are in the mail and should be received by the members involved this week.

Your IQ's Increasing As You Grow Older

Compulsory retirement for reasons of age was given a kick in the teeth from which it may never recover as a result of a University of Santa Clara study.

In the past it's been assumed that "you can't teach an old dog new tricks," that men and women reach the peak of their intelligence in their 20's.

But the University of Santa Clara study started with a group of preschool children 42 years ago and in their IQ tests they averaged 110.7. But by 1956 the average for the same group had risen to 124.1. And in 1969 it had jumped to 130.1.

A lot of people feel as they grow older they're going down hill, said psychologist John Kangas, who conducted the long-range tests. "It just isn't so."

including those of business interests, above the common welfare of the people, it has violated the franchise of the people, given to it to govern.

—At the rate things are going, soon there will be a different class structure: super rich, barely comfortably poor and starvation poor.

—I think that in Oregon, the Middle American is most fortunate. Living here is wonderful.

—There should be some sort of on the spot help for people who have temporary problems (aircraft industry unemployment due to unusual circumstances) where you are not required to lose everything you have worked years to earn, must first be lost till you have nothing left before help is available. It would be nice if there were a medical plan similar to Kaiser Foundation for example where you paid a very modest figure for medicine and care whether financed by companies banding together or the companies and government. There is no excuse for the high cost of medical care preventing someone in need from getting proper care.

And, as a final note:

—Thank you for letting us talk. I hope someone is listening.

Editorially Speaking . . .

Big Empty Plant . . .

What happens to a town when an industry packs up and goes abroad? This question was tragically answered recently when General Instrument Corp., a large multinational, moved its Tazewell, Va., plant overseas.

The incident, which spells out the urgent need for enactment of the Burke-Hartke trade proposal, was described in the *Washington Post*:

"It was this small town's biggest industry, employing up to 1,000 people and producing millions of dollars worth of electrolytic capacitors for television sets.

"But that was before the General Instrument Corp., a large multinational headquartered in New Jersey, found that because of labor costs and tariff concessions it would be cheaper to produce the capacitors abroad.

"Now the plant's machinery has been boxed up and shipped to General Instrument plants in Taiwan and Portugal, where the capacitors—devices used to store electric charges—can be produced at less than one-third of American labor costs.

"That makes them competitive with capacitors produced in Japan, where the cost of labor is significantly lower than it is in the U.S.

"Only the big empty plant and the former employees remain behind, victims of international trade policy machinations that many of the workers in southwest Virginia do not even pretend to understand."

The article reported that of the 300 employees who remained to the end after the workers had been told of the move, about 90 per cent still were jobless and had been since last September "simply because there is little industry in Tazewell and people here are loath to leave."

In a letter to the editor printed by the *Post*, Ray Denison of the AFL-CIO Legislative Department pointed out how the experience of Tazewell shows the need for passage of the Burke-Hartke bill. Remarking on a *Post* editorial which said that the faster growth of productivity by other nations was endangering America's world economic position, Denison said:

"What makes the story about the loss of the town industry in Tazewell to Taiwan and Portugal pertinent to the editorial is that this process (the export of the General Instrument plant) is precisely what makes it possible for our industrial trading partners to show such productivity gains. Quite simply, what has happened is that General Instrument has exported a piece of America's manufacturing base abroad.

"In brief, Taiwan and Portugal are being given Tazewell's productivity so that Taiwan and Portugal—not America—can compete with Japan and other Tazewells.

"There have been hundreds and hundreds of Tazewells, some smaller, many bigger, occurring over the past decade as a result of this nation's outmoded and unrealistic trade policies.

"If this is free trade, it certainly isn't fair trade when a multinational corporation can so freely pick up its marbles and go play where it likes the rules better. What is needed, the AFL-CIO contends, is the set of fair trade rules proposed in the pending Burke-Hartke bill before Congress which would provide the workers of the nation's Tazewells with some protection."

—COPE MEMO

It's Only People . . .

Fortune magazine, in a March edition that was largely unsympathetic to labor positions on the exported jobs-imported goods problems, conceded the following:

"Most workers displaced by imports do eventually find jobs, but the transition can be painful. In one survey of displaced workers, conducted in February 1972, 26 per cent had gone for at least a year without work. Those who had found jobs had worked on the average only 50 per cent of the time."

In its article, *Fortune* interviewed six workers who had lost jobs to imports or because their jobs were shipped out. Of the six only one is now earning as much or more than before, not a very good average.

One shoe worker employed nine years by the same firm was making \$200 a week. The firm shut down because of import competition. He now earns \$130 a week as a cook.

A woman who worked 21 years for the same West Virginia firm lost her job to imports more than a year ago. She has had to rely on unemployment comp and occasional periods of work selling tickets at a drive-in movie since. Another woman worked 26 years for Emerson Radio and TV in New Jersey, then lost her job when Emerson went overseas. She got a lump-sum settlement, but has been out of work two years.

A welder for Armco Steel lost a \$190 a week job when his plant closed. He had to take a job in another Armco division at \$100 a week.

Good for America? . . .

ITT is the most readily-recognized of American multinational firms—mostly because it's been in the news a lot this past year for messing around in Chile and with the GOP 1972 convention.

ITT also represents the ultimate horror story of how multinational firms place profit far above any national interest. Here's what the *Washington Post* said about ITT recently:

• The firm maintained close ties with leaders of Nazi Germany from the start of Hitler's regime until the end of World War II.

• At one and the same time during World War II, it produced in American plants high-frequency direction-finders to protect Allied convoys at sea, while producing in its German

plants Focke-Wulf bombers that wreaked havoc with the same Allied convoys.

• ITT's Swiss and Spanish facilities also produced war materiel for Hitler.

(Ironically, ITT later presented itself as a victim of World War II, according to the *Post* and collected \$27 million from the U.S. government for war damages to its properties in Germany, among them the Focke-Wulf plant.)

Perhaps many multinationals would behave differently under the same circumstances. But the evidence in this instance is that the chase for profits supersedes any national loyalty and can be supreme even in extreme circumstances like war.

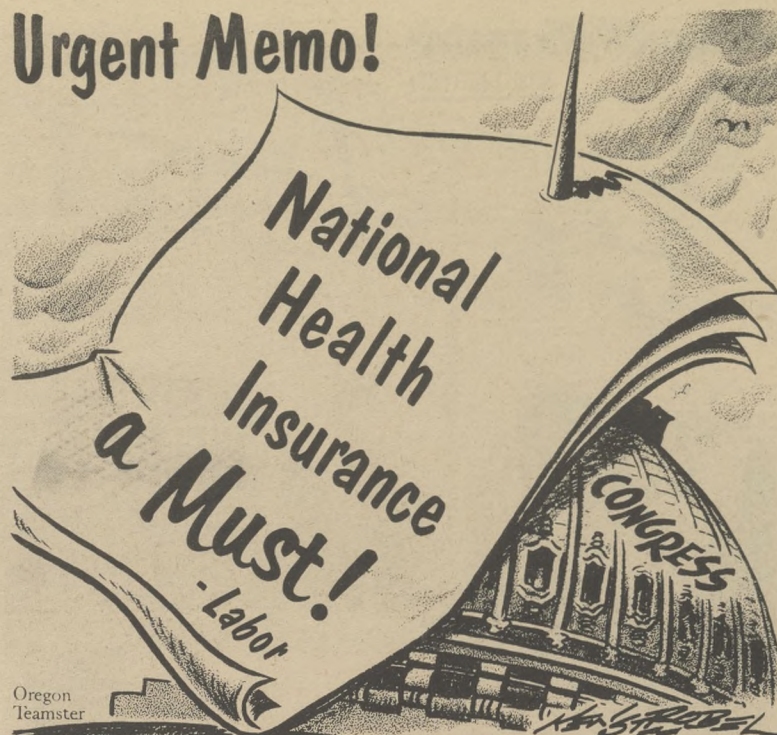
—COPE MEMO

Stay With the Pack . . .

A nonconformist on the highway is headed for trouble. The Portland Traffic Safety Commission advises you to stay with the pack . . .

neither too fast or too slow . . . the idea is to not surprise the other drivers.

Urgent Memo!



How Other

Newspapers . . .



How Long Without A Bridge?

One of the ironies of the Portland International Airport expansion controversy is that a second interstate bridge is a greater casualty of delay than the airport itself.

Portland can get along for some years with an interim plan for the airport which calls for extension eastward of its south runway, enlargement of the main terminal and other improvements.

But this area needs the proposed new bridge across the Columbia River which will link Oregon and Washington segments of I-205 at the earliest possible date consistent with the timetable for completion of the rest of I-205.

The present planning for the bridge remains tied to the master plan for airport expansion. Its Oregon approach would rest on part of the Columbia River fill required for the completed airport.

While the bridge design has not yet been approved by the Federal Highway Administration (FHA), the Oregon Highway Division is still banking on the concept that the bridge will be linked to the airport fill.

A spokesman for the Port of Portland Commission predicted the other day that current litigation aimed at stopping airport expansion into the river will mean a 10-year lapse of time before that project can be finished.

The Highway Division is counting on a faster resolution of the issue in the courts than the Port Commission seems to count. While it has begun feasibility studies of an alternate bridge design, one based on structure rather than fill, it continues to hope that it won't have to go that route. Such a design will cost \$25 million more than the present one,

and every year of delay adds greatly to the cost of any project.

An additional problem is that the south end of the bridge has to avoid conflict with air flight patterns produced by ultimate expansion of the airport into the river. In other words, the Highway Division has to assume the master airport plan will someday be completed even if the delay forces an alternate design for the bridge. And with an altered design, the airlines-bridge conflict will be harder to avoid.

Pressure for the second bridge is growing all the time. Traffic between Southwest Washington and Oregon is extremely heavy, and the existing structure is simply not adequate now, let alone in the years ahead. One has only to witness the frequent traffic jams that tie up miles of traffic.

Nothing this region can do in the next 10 to 20 years to improve mass transit will remove the need for another span that will divert some of the travel away from the one single, inadequate river crossing. The region cannot afford the delay that now seems in prospect.

—Oregon Journal

Prices Still High

Agriculture Secretary Earl Butz scolding of the press for computing January's galloping rise in wholesale farm prices into annual rate increases apparently has intimidated no one.

Not only did newspapers follow the same procedure in reporting on February's index, but so did the Bureau of Labor Statistics, just as it always has—a fact completely ignored by Butz.

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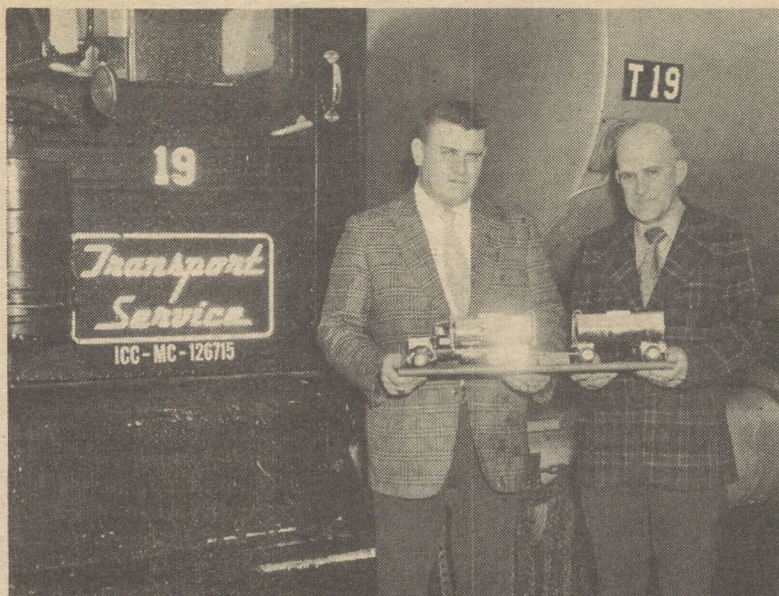
Just a Thought . . .

We may outrun by violent swiftness that which we run at, and lose by over-running . . . Shakespeare

July 12, 1973

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A REAL MODEL — R. S. "Gib" Gibson, left, and Teamster Local 81 Business Representative Bill Miller exhibit model of Transport Service rig similar to that they are standing beside. Gibson, vice-president and general manager of Transport Service, an Oregon Corporation, was presented with the model by Teamster Local 839 member Edward Stultz. The presentation was made at a company Christmas 1972 dinner held for the Pasco, Washington drivers. The model complete with hoses, rear view mirrors, etc., was not built from a kit, and took the maker in the neighborhood of 50 hours to complete. The model takes a place of honor in the firm's main Portland, Oregon office.

Policemen in Skirts?

Union policemen in Washington, D.C. complained of sex discrimination when they discovered during a heat wave that women officers could wear short-sleeved uniform shirts but that the men had to wear long sleeves.

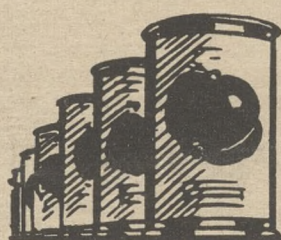
The women were gracious about it, announcing that they supported the short-sleeves-for-men campaign.

Then they added cuttingly "The regulations give us the choice of wearing either a skirt or pants to work. Maybe the men would like to have that equal opportunity, too."

Strikers Each Get \$500,000, 90 Days

Seven-year-old strike flags came down at the Chase Manhattan Bank, in Tokyo, Japan, when Chase finally agreed to rehire all ten of the clerks and tellers fired late in 1966. It was the longest labor dispute against a foreign operation in Japan.

The ten workers not only get \$500,000 in back pay plus interest but won't report to work until the fall—they have three months accumulated leave.



Local 670 ON CANNERY ROW

By PIC 'N PAK

Seems like the past couple of weeks just flew and now with any kind of luck it looks like bush beans are going to be in full swing. The strawberries have had it for another year, but they were sure good while they lasted.

FREEZINGS FROM ALBANY: Nice to hear Ann Richards, husband Bernard and children had a most enjoyable weeks vacation to California staying at the Disneyland Hotel, and having fun at Disneyland and Knox Berry Farm. One of the high lights of the vacation was seeing the Brady Kids from the TV show The Brady Bunch at the John Wayne Theater at Knox Berry Farm.

SANTIAM HAPPENINGS: A speedy recovery to Robert Klukis (Plant 1) who recently suffered a



By Freida Dennis

THIRD OF A SERIES ABOUT THE TEAMSTERS AUXILIARY??? We are the wives, daughters and mothers of Teamster members under Joint Council No. 37.

General meetings and combined luncheons are held the third Wed. of each month. Guest speakers are scheduled on a general interest basis.

Second Wed. of each month, open board meetings are held at a members home. This is where the nitty-gritty is hashed over concerning the coming projects. Sack lunches are enjoyed at noon, the hostess serves refreshments and desert. Cards follow the girl talk. Then we all dash home before the

kids arrive home from school to raid the fridge.

November is husband and wife banquet. This year will be the Teamsters Auxiliarys 19th Anniversary. So mark your calendar for Nov. 10th. Place to be announced. Many door prizes are donated and fun is had by all. **DON'T MISS THIS EVENT.**

Darlene Landis (Mrs. Henry) needs more recipes for the cook book, she hopes to go to press soon so we can have it by Christmas time. Now is the time to share your summer goodie recipes with every one. Darlenes address is 14581 SE 122 Ave., Clackamas, Oregon 97015.

"NOTES ON MY SCRATCH PAD" Jess and Anna May Arnold are in town for a few days, then back to Long Beach to relax. Mary O'Donnell phoned from Chicago, where she is attending college. Upon completion of her course she plans to work with ADC mothers. Good Luck Mary! Bill and Tommie Miller slipped away for a few days vacation. Sounds like a fun summer. If you have any news please call or drop me a line. Those of you who are on vacation drop a card so I can pass along the info.

Interested women may call membership chairman Georgia Rhay (Mrs. Doug) for more information or President Glenda Nolan (Mrs. Jim) 654-6645 or 771-6144. The membership drive is in full swing, even in the summer months. There is a nice prize waiting for the one who brings in the most new members, which will be in Oct. Interested persons bring some one with you.

Local 223

Robert Toney, Sec.-Treas.

Members covered by the National Master Freight should have received their mail ballots by now. Vote immediately and return as directed.

By now we have exchanged proposals with the National Automobile Transporters and have entered into negotiations.

Other negotiations are progressing toward satisfactory agreements.

Local No. 223 Credit Union was organized by your request. It is up to you to make it grow. It needs your support now. Won't you help by opening a savings account and if you have some spare time, volunteer a little time in their office. They are open Monday thru Wednesday—5:00 to 7:00 p.m. and are located at 4620 N.E. Sandy Blvd., Suite 2. Their phone number is 282-8311.

Have It Delivered

events. In the Salem City Tournament in the Class "C" singles on May 15th he placed 1st with a take home of \$80.00, and a handicap of 108, Darrel rolled a 246-210-177 with a total of 633 Bob Hoch, Del Monte Can and Michael Biwer, Agripac No. 1, really did OK at the State Tournament in the Class "D" Doubles taking a 1st place and \$95.00 for each.

As a little reminder to all, if you have news items please either send the news to the Local office or give to the Business Agent when he is at your plant. You are also welcome to call the office. Until next time we'll be seeing you at the plants.



Local 809 CAN OPENER

by C. E. KELLEY

Local Union 809 will discontinue the regular union meetings during the months of July, August and September.

We want to wish a speedy recovery to Elsie Nichols from Northwest Packing, who has been very ill; Jerry Struckmeier from Blue Bell has also been in hospital and Don Ripley from Del Monte No. 260 had an accident and is now home in traction. Hope to see you all back at work soon.

We were sorry to hear that Stan (Ski) Siemenczuk's wife recently had a heart attack and hope she is feeling better. Ski is employed at Del Monte No. 260.

Winners at our last union meeting were: Bert Harbaugh of Frito-Lay; Ethel Pugh of Friedman Bag; Clarence Rice of Terminal Ice; Edward Irwin and Harley Rictor of Steinfeld's.

We wish to extend our deepest sympathy to Rose Pachl, family and friends on the recent death of her husband, Clem, who was also a member of this union and retired from Diamond Fruit.

Congratulations to Richard Rictor of Steinfeld's, who was married in June; and to David Steinfeld, who was married in July.

Happy retirement to: Vera Engelen of Gray & Co.; Barbara Amundson of Del Monte; Nan Dunn of Hudson House; Rose Pachl of Diamond Fruit; William Lewis, Alta Lukes, and Olaf Rhoads from Stayton Canning No. 8. Olaf is now living in Bend, Oregon, for his retirement. James D. Smith from Blue Bell and also a former member of Local 499 recently retired. Said some friends from Rochester, N.Y. will visit them in the future and they all plan on going to Canada. Also, plans on other traveling in future. Sounds like fun!

Finger This Out

In Rome, Italy, a Communist-controlled union last year awarded gold medals to 12 of its members for 25 years' membership in the union and in the Communist Party.

A few weeks ago one of the 12, fallen on hard times, tried to pawn his gold medal. To his furious indignation, he was told that the medal was not gold — far from it. In fact, it was the cheapest tinted metal that could be bought.

The 12 workers promptly had their medals melted down and recast in the shape of an index finger in a somewhat obscene gesture — which they sent to the general secretary of the Communist Party, along with their resignations.

No Dumb Bunnies

In Chicago, beautiful Jo Ann Matthews went back to her Playboy Club job more than \$15,000 richer. Three years ago Jo Ann was fired by the Playboy management because she had been elected shop steward by the other bunnies and management claimed that made her lose her "bunny image." But a Federal arbitrator ordered Jo Ann restored to her job with some \$15,000 in back pay. "It proves," said Jo Ann, "that beautiful bunnies we may be. Dumb bunnies we ain't!"

Don't Wait ...

DONATE To The Blood Bank

"BEST IN THE LONG HAUL"—ETMF Freight System began its operation in 1934, operating from Dallas to Henderson, Texas. The company was incorporated May 27, 1935, and by this time had extended operations to Longview, Marshall and Texarkana, Texas. Interstate operations were begun in 1935 into Shreveport, Louisiana. Fort Worth, Memphis and Arkansas points were added in 1938 and St. Louis followed in 1939. Chicago operations were begun in 1940. In 1965 ETMF extended its operation to Atlanta, Georgia and Birmingham, Alabama, and in 1967 ETMF was granted temporary authority to operate Lee American Freight System. In 1968 it was announced that an agreement had been reached to acquire ownership and control of Valley Copperstate Sunset Lines of Los Angeles, and application to control and merge VCS with ETMF was filed with the Interstate Commerce Commission. In 1970, the mergers with Lee American and VCS were finalized, giving the company a 19-state operating authority with direct service to over 2,000 cities. It was at this time the company took over the facilities in Oregon formerly occupied by Valley Copperstate, the office of which is shown in photo 1. In the past 18 years alone, ETMF has grown from a 6-state operation and \$13 million of revenue to a 19-state carrier with 52 terminals and revenue in excess of \$85 million. In 1943, the company had 400 employees. Today, it has over 3,000 on the payroll with the average length of service 12 years. More than 500 employees have completed over 20 years of service.

In photo 2 Operations Manager Darrell Erdmann, discusses matters with Teamster Local 81 Business Representative Bill Williams at the Portland Terminal. In 1971, as an additional service to their customers, the company began its Special Commodity Operation, The Diamond Division. In 1972, the company's Northwest territory was further expanded with the opening of new terminals in Salem, Eugene, and Medford, Oregon, and Tacoma, Wash. A terminal was also opened in 1972 in Bakersfield, Calif. ETMF's history has been one of systematic and planned growth. During the past two years, the company has enjoyed the most productive and expansive years of its history.

In Photo 3 the photographer catches transport driver Ken Baker as he returned to the Portland Terminal after a run to Seattle and back. It is noticeable that the company has spent over \$10 million to purchase new road equipment during the past 24 months and has updated the company's fleet throughout its operation.

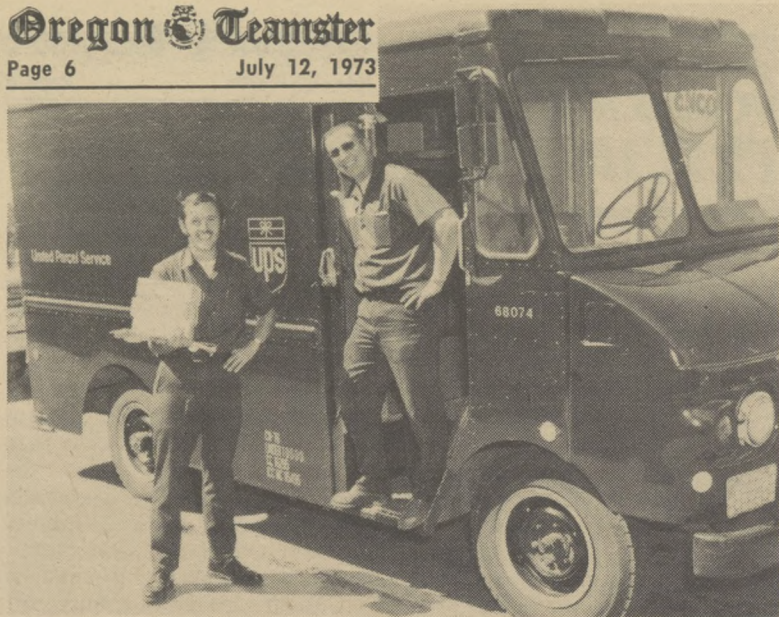
Even in the ETMF office good Teamster members are employed. In photo 4 can be seen members of Local 223. From left to right—Marie Brown, Evelyn Lichti, Edna Smith and Jan Casey. ETMF's fleet ranks as one of the most modern in the transportation industry.

Trailers are constantly being moved in and out from the Portland terminal docks for loading and unloading for faster customer service, as shown in photo 5.

Right on top of things in the company's dispatch office is Earl Hoagland who has been with the company for a number of years. He is usually on the phone when at the office as can be seen in photo 6.

A real old timer with the company is Joe Natta, shown in photo 7 as he chats with Local 81 Business Representative Bill Williams. ETMF is achieving the proper blend of LTL and truckload traffic. This has resulted in the company being able to offer its customers one of the most complete service packages in the motor freight industry.

A group of drivers pose with Williams in photo 8. From left to right—Williams, Lee Henson, M. D. Winchester and Gerry Weis. When ETMF's construction is completed, the company plans to be one of the largest and most modern motor freight carriers in the world. They are on their way.



LITTLE MEETING—Two United Parcel Service drivers exchanged greetings when they met recently in Astoria. James McQueen, left, was about to make a delivery and is a member of Teamster Local 58, Longview, Wash., while Bob Longfellow, right, is a member of Local 569, Astoria.



JOHN V. LUND, Secretary-Treasurer

Report of Bruce B. Wilson,
Business Representative

Negotiations are continuing with Papercraft Specialties and Patent Scaffolding. The employers' proposals were turned down by the employees of both companies.

I have been in contact with the representatives of these companies and expect to have a better offer this week. Members on withdrawal cards returning for summer employment must deposit their withdrawal cards immediately, and remember to obtain a withdrawal when you leave.

Report of Harry D. Mc Ellrath,
Business Representative

At a June 27th meeting at the plant, the members employed at Pioneer Flintkote Company ratified the final offer by the company, and now have a new contract.

In addition to the wage and pension increase, the health and welfare contribution rate increase was met by the company.

One additional holiday was added - President's Day, or the third Monday in February.

Report of L. C. Plog,
Steward

The following members are on the off work list due to sickness or injury:

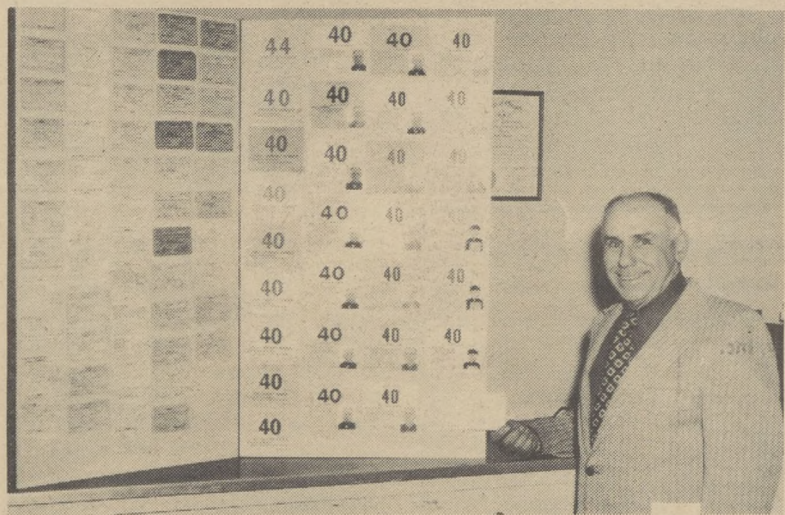
Larry Alderman, Cotter Company; Theodore Allison, Cohn Bros.; Kenneth Arnold, Boyd

Coffee; Charles Bennett, Wanke Panel; Harold Cudd, United Grocers; James Duffy, Kilsby Tube Supply; Raymond Herinck, Nabisco; Russell Holm, Fred Meyer; Charles Mark Holmes, Joint Council No. 37; David Hutchison, Flintkote Company; Clemet Jackson, Safeway Stores; Edward Janhunen, Mutual Drug; Ruth Lang, Fred Meyer; Ben J. Laughlin, New York Merchandise; Keith Lindland, General Paint; Leslie McKinney, Coast to Coast; Gerald Masser, Fred Meyer; Katherine O'Donohue, Meier and Frank; Timothy Podhora, U. S. Steel Supply; Robert Ramage, General Electric; James E. Rogers, Acme Trading; Robert Rude, Columbia Sportswear; Robert Sample, Big C Food Stores; Jack Warren, Coast to Coast Stores; Jim Weseman, Portland Wholesale Grocers.

If any of you have returned to work, please notify the union office.

Recently retired from Local 206 were Margaret Stark, New York Merchandise Co.; and Lloyd Barstad, United Grocers. On August 1, 1973, Perry F. Karsten, Mutual Wholesale Drug, will also retire. We wish you many rewarding retirement years.

Have It Delivered



IT'S ALL THERE—John Reisback poses with his complete career on display. He has all the cab permits he has ever been issued as well as chauffeurs and drivers licenses, and in his hand to finish the display is his first Teamster pension check. He started his driving of cabs when he was 17 years old, in 1929, and his first drivers license was issued in April of 1932. He has been driving for Broadway Cab in recent years, but has driven for others having started with Brown & White Cab years ago. He has 38 years of no chargeable accidents to his credit and figures he has traveled in the neighborhood of a million and one-half miles in his career. He pointed out that he would do the same thing all over again if he were to have the chance. Now that he has retired he says he is going to continue to hunt and fish, only there will be more of it now.

Teamster Automotive Local 255

By Larry Vance

The last offer made by company representatives of Freightliner factory was turned down by the members and a strike vote carried by a large majority at a special meeting held a week ago last Saturday. Requests for strike sanction have been forwarded to all the necessary offices and we expect a response at any time. In the meantime, we have been working with the Shop Stewards in preparing our counter-proposals and negotiating meetings have been scheduled with the company.

A lengthy series of negotiation meetings have resulted in a settlement with the Cascade Corporation for the next two years. This contract was openable for wage discussions only but during negotiations several other significant improvements were made such as certain classification upgradings, some accelerated progressions, no delay in progression when a job change occurs, updating of job descriptions and improved weekly disability benefits. Due to unavailability of suitable meeting facilities, last minute arrangements were made to use the gymnasium of the Columbia View school and during the course of the meeting considerable heat was generated in addition to the day being extremely warm and sultry. Cascade members have been seeing a good cross section of the country while vacationing this summer. Mr. and Mrs. Dick Reed spent time in Illinois. Mr. and Mrs. Al Thompson returned from a trip to Hawaii. Besides enjoying the sights touring the islands, they had an unexpected surprise in meeting freinds they hadn't seen in 12 years. Jim Parker toured the Southwest states camping along the way. Mr. and Mrs. Heinz spent their vacation in San Deigo, California. Mr. and Mrs. Vernon McGovern returned from a month long vacation to St. Louis, Missouri and environs. Herschel Brown and family are on a trip to Regina, Saskatchewan, Canada. Ulrich Wollrabe is expecting a visit from his mother from Holland who expects to stay with him about a month. Ron Meredith, a former Cascader, recently died of cancer. His passing was sudden at age 41. Cliff Swain has been off since early June due to a car accident and evidently Harry Evans will be off for an indefinite period of time. Mrs. Davidson, wife of Edward Davidson Cascade retiree, passed away last month. Tom Moore's father, Eugene Moore, Sr. of Hodges Park, Illinois, died last month. Bert Sold was off work to attend the funeral of his sister in Astoria. Our deepest sympathies to the bereaved families of the deceased and a very happy vacation time to the rest.

Representatives of the various Truck Dealer Shops and of Freightliner Sales and Service have not been willing to make a proposal to us so far with the exception of renewal of the last labor contract. A special meeting of the employees of these companies was held last week and a strike vote was taken. We have since been advised the companies are reconsidering and will have a proposal some time during this week. Following receipt of this, another meeting will be scheduled for the members involved. All the forms pertaining to strike sanction have been prepared and submitted to the proper places and we should be receiving a response soon.

A meeting for all our members employed at Electronic Specialty was well attended last Saturday in the Teamster Building Auditorium. The work which had been done in preparing a preliminary proposal was reviewed in detail and adopted along with a number of additional proposals. Records of all problems which have occurred during the term of the last contract were used in preparing the proposal and NLRB and court decisions which could relate to present contractual language were taken into consideration. Meetings have been arranged with the Shop Stewards to assist in the final work necessary before meeting with management.

A special meeting was held last week for our members employed at the Automotive Parts Houses. The employer's proposals were thoroughly examined and were then rejected by a secret ballot vote. Following this a secret ballot strike vote was held which carried by far more than the necessary 2/3 majority. Meetings have been scheduled with the employers in the hopes that an acceptable proposal can be obtained from them before it becomes necessary to take economic action.

Last Saturday a meeting was held of all our members employed by the Truck Operators League who would be covered by the terms of the Automotive Supplemental Agreement to the Master Freight contract. The proposal developed by the negotiating groups from both sides was explained and discussed in detail. In all probability a vote will be taken this week and the results should then be released the following week.

We can't repeat too often how important it is for our members to have their dues paid currently, that is on or before the first business day of the month if they are to be eligible for all benefits available from this Local. This includes such items as the death benefit which is in addition to the group life insurance program. And dues standing is of great importance as it affects eligibility for out-of-work benefits in the event a work stoppage occurs. If you have any doubt as to your standing, give us a call and we will check for you. And while we are on the subject of dues, you must have noted the announcements by Local No. 162 of the coming dues increase of \$1.00 per month as well as the notices to all members on the front page of the Oregon Teamster. This increase of \$1.00 becomes effective for the month of October, 1973, and this is true of all our Local Unions throughout the country.

Margaret Leonetti and Etta Caviness of Electronic Specialty have both been able to return to their jobs. Gil Gatlin of Ray Grimshaws was scheduled for surgery earlier this month and Ken Hart of Freightliner Factory is on sick leave. Ralph Myers of N.W. Retreaders will probably be off

work until August and Frank Conrad of Mayflower has decided to take his vacation following his illness before returning to his job. Katherine Bianco, Lee Bradberry and Martha Scofield of Electronic Specialty are still off work due to illness. Neither Ernie Mullenhoff of Firestone Warehouse or Marion Morehouse of Fred Meyers Warehouse will be able to return to their jobs before August. George Logan of Fred Meyers on 82nd Street also is still unable to go back to work. Ron Chamberlain of Freightliner Factory expects he can return to his job about the first of August. Rick Stewart of Hertz and Miriam McQuaw of Electronic Specialty are still off work due to illness. Glenn Nelson, our Shop Steward at Western Auto recently suffered a very serious injury to his hand as a result of an accident with his mower. He had two fingers severed which were then sewn back in place. We hope he recovers complete use and feeling of the fingers.

There will be no regular Local Union meetings during the months of July, August and September due to our normal cancellation during those months. However, we are having special meetings practically every evening and week-ends. Regular meetings will resume on the fourth Thursday in October.



TURNED IN THE KEYS—Harold Ott, left, receives his first Teamster Pension check from Local 689 President Don Fenn, with wife Irma looking on approvingly. Ott had been employed for many years with Mayflower Van Lines in the Coos Bay area.

Watch your savings grow.



Take stock in America.
Buy U.S. Savings Bonds

Henry Ford Salary Highest in Nation

Harold S. Geneen, ITT's board chairman, whose \$813,311 compensation last year was believed to be the highest of any corporate executive in the nation, must now take a back seat to Henry Ford II.

Ford, chairman of the giant Ford Motor Co., earned a total of \$847,567 in 1972, according to the company's proxy statement for its upcoming annual meeting. Ford's compensation — 27 per cent higher than the \$689,000 he received the year before — included a \$264,567 salary and \$610,000 in bonuses.

Ford president Lee A. Iacocca also fared well, receiving a total of \$861,290, a 28 per cent increase over his 1971 pay, the statement noted.

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OREGON OUTDOORS



By
FRED
GOETZ



Oregon Teamster

July 12, 1973

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For over 20 years this column has, from time to time, carried material from one whom I consider one of the nation's best illustrators of northwest wildlife, namely Harold Cramer Smith, staff artist for the Oregon State Game Commission. I happen to know, personally, through sources other than Smith, that he has had quite a few enticing offers to dump his job at the Commission for considerably more financially remunerative positions elsewhere but the man turned them down. When I asked him, some time ago, why, he replied, without a moment's hesitation, that he preferred to remain in Oregon, alternatingly sketching wildlife in the field and at his easel in Game Commission's offices in Portland, a position held since July 1st, 1951 which was shortly after his graduation from the Chouinards Art Institute in Los Angeles.



Game Commission Artist Harold Cramer Smith making some preliminary sketches of coastal wildlife.

Smith came into this world on February 25th, 1918 at Miles City, Montana which, I learned, was one of the largest horse markets in the U. S. around the turn of the century. During WWI, his dad was a bronc buster for the U.S. Army. Harold likewise did a "turn" for Uncle Sam, a 5-year stint as topographical map maker—from 1940 through 1945.

Perhaps you've seen some examples of Smith's artistry, either his crisp, black-and-white illustrations in the monthly bulletins of the Oregon Game Commission; his oil murals on walls around the state or, if you've ever visited the Portland Zoo, his gigantic 8-ft. by 10-ft. painting titled: "The Tree of Life." This mural-like production took over 100 hours of research before he could wet a brush. From the base of the tree to the top is recorded the evolutionary life of this planet's living things. If you can't find it the next time you visit the zoo, ask where it's located.

Smith like most artists, has a subject preference: Painting animals in natural life scenes in watercolor with a slight preference toward mammals, birds and fish in that order. Of all wild animals, he finds bears the most fascinating and brush-worthy.

All of this artist's serious works, whether it is on the Commission's time or his own, is done in the field. When he is assigned to produce a special wildlife leaflet or back-plate of the Game Commission's monthly bulletin, he is off for "wide open spaces." One particular instance was a jaunt to the Oregon coast to set up at Three Arch Rocks to do an in-depth group of illustrations of the Steller Sea Lion. When he folded his easel and put away brushes, he had what he set out for and another graphic chapter on Oregon's wildlife was artistically recorded.

In close to a quarter-century of service with the Game Commission, Smith has produced 75 Game Commission Bulletin back plates and over 2,000 individual wildlife illustrations. The "back plate" takes an average of 40 hours to produce and if you're a bulletin subscriber you'll note it engages the entire back page of that periodical.



When the majestic elk raised its head and bugled into the still morning air, Artist Smith was there to sketch it.



Broadest and most detailed production of Harold C. Smith is "Tree of Life" mural, done for Portland Zoo.

Aside from his day-to-day work for the Game Commission, Smith produces many watercolors—his favorite art form—on northwest wildlife and has displayed them in many art shows in and around the Portland area. Some of his most impressive in this category can be viewed by the public at the Georgia Pacific Building in downtown Portland. Soon a goodly number of Smith's watercolors will be on display at a one-man art show in the library of Mt. Hood Community College from September 14 to October 13th. If you haven't seen wildlife paintings and Oregon landscapes, this would be a good time to view them.

In line with the foregoing, this column includes a photograph of the artist and some of his artwork.

I can remember, way back in 1950, fishing with an old-timer named Mort Clavey, one day in particular when he whipped out a hunk of cheese from his fishing vest pocket, cut off a sizable hunk for eating and then a pea-sized parti-

cle which he delicately threaded on a hook onto which already was impaled a single salmon egg. Mort called it a combination sandwich and the fish must have liked it for he caught three fish to my one that day which was understandable as he was one of those mystic individuals who could, reputedly, catch 'em out of a rain barrel while I was hardly more than a neophyte at the game.

Mort was the only fellow I knew then who used his dual bait latchup and I should have realized, that day, Mort was way ahead of his time. After Mort moved out of the country, I tried his combination sandwich but after being skunked a few times on it, I dropped the whole idea. Now, twenty years later, the hottest bait items on the market for trout are cheese eggs, cheese-flavored eggs, plain Velveeta cheese, even marshmallows and the absolute latest which is a plain little worm—garden variety—and the tiniest and yellowish single egg you can get, screwed just past the hook's point. Live and learn, huh?



H. C. Smith's murals of Oregon's landscapes and wildlife can be viewed at Portland offices.

Patient and persistent of hunters if Robert Lee Migas, Curtin, Oregon. For 15 years he hunted high and low for wary elk of Oregon's central coast. Finally, last year, in a deep canyon, only a few miles out of Reedsport, he spotted a bull with a rack like Grandma's rocking chair and downed same with two shots from his 7 MM Magnum rifle from 600 yards. Both projectiles found their mark in a vital area of the rib cage.

When fishing low, clear streams with worms, salmon eggs crickets or what have you, we've found it a good idea to use as little weight as possible, just enough to get the desired distance for each cast. If your rod is light enough and the tip section flexible enough, you may be able to get along without any weight at all other than your bait. The unweighted bait will drift more naturally in the current.

A good fly line is expensive, and, I might add, a fragile piece of equipment. Never wind leader material or tippets onto the reel after spooling your fly line. The monofilament lines are relatively hard and can cut into the finish of the toughest fly line.



Favorite subject for Oregon Game Commission artist is bears.

Do you have an extra snapshot in your album depicting an outdoor pastime you've engaged in: Hunting, fishing, camping, boating, skindiving, etc.? We'd be happy to trade a bolo fishing lure for one. The offer is open to all members of the Teamsters Union, the members of the family and, of course, to retired members.

Send it, and a few words of explanation, to:
Fred Goetz, Dept. OT
2833 S.E. 33rd Place
Portland, Oregon 97202
Please mention your Local number.

DO NOT PATRONIZE

Names appearing on this list have been placed there by a Teamster Local of Joint Council of Teamsters No. 37, with the full consent of the Jt. Council. Teamsters and their families are asked to not purchase any of the products or services performed by these firms.

- | | |
|--|--|
| A
American Asphalt Paving Co.
Salem | Morse Bros.
Harrisburg
Mt. Hood Supply Co.
Portland & Aloha |
| Albany Rock Products | N |
| B
Keith Brown Lumber Co.
Salem, Ore. | New China Laundry & Dry Cleaners
219 N.W. Couch, Portland |
| Burch Sand & Gravel
McMinnville | North Pacific Lumber Co.
1505 S.E. Gideon Street
Portland, Oregon |
| Ben's Transfer
Baker & La Grande | O |
| Builder's Cash & Carry
Portland | Oven Fresh Bread
Southern Oregon |
| C
Cascade Warehouse
(Wholesale Bldg Materials)
Salem, Ore. | P |
| Curly's Dairy
Salem | Portland Road Lumber Co.
Salem, Ore. |
| Commercial Sand & Gravel
Salem | Pumilite Block
of Salem, Albany, Corvallis |
| COPELAND Lumber Yards
Portland Area | R |
| City Center Parking
All Portland Locations | River Bend Sand & Gravel
Salem |
| D
Dairy Fresh Milk Co.
Medford | Ryals Trucking Service
Albany, Oregon |
| G
Grand Island Sand & Gravel
Dayton | S |
| H
Jack Herman Garbage Service
Portland | Salem Masonry
Salem, Ore. |
| Home Interiors & Gifts
1916 S.E. 50th, Portland | Smith's Bakery
Makers of "Oven Fresh" Bread
Eugene - Salem - Portland |
| K
Keizer Sand & Gravel
Salem | Salem Sand & Gravel
(Sand & Gravel Division) |
| L
Lampus
2600 N.E. Union
6908 S.W. Beaverton-Hillsdale Hwy | System Auto Parks & Garages
Portland |
| Lockmead Dairy
Junction City, Oregon | T |
| M
M. P. Materials Co.
Salem | Taylor Electric Supply, Inc.
1709 S.E. 3rd Ave. |
| Madrone Dairy
Medford | Three Jay's Dairy
Gold Hill, Ore. |
| McKenzie Dairy
Springfield, Oregon | Troy Pies
Portland |
| Medford Moving & Storage
711 S. First
Medford, Oregon | Tum-A-Lum Lumber
Salem, Ore. |
| Mohawk Dairy
Mohawk, Oregon | V |
| | Valley Concrete
Independence |
| | Valley of the Rogue Dairy
Grants Pass |
| | Viesko Sand & Gravel
Salem |
| | W |
| | Walling Sand & Gravel
Salem |
| | Wood Building Materials, Inc.
Vancouver, Wash. |

Spend your hard earned money to help your fellow members and keep them working on union jobs: by using their service and buying the products they deliver.

AUTOMOTIVE

1965 PONTIAC Tempest 2 dr., V-8 Huerst, chrome rims, clean \$475 or offer, 625-6831.

7/12 WINDOW, '72 Chev. pickup rear window, perfect \$15, 760-2726.

1973 YAMAHA 100 Enduro, compression release and Buddy pegs, 233-3963.

7/12 1960 CAD. PARTS, eng; trans; rear end; various re-capable tires; '62 Ford parts, 654-0333 or 777-2729.

7/12 CHROMES, standard, 4 Chev. 5 hole 14x6 and 4 large moons, clean \$50, 286-4960.

7/12 1959 FORD pickup, 3/4 ton, L.W.B., 262 cu. in. 6, 4 speed Tranny, new clutch and 16" tires, looks bad, runs good, \$350, after 5 p.m. weekdays anytime weekends 246-8974.

7/12 1957 CHRYSLER Hemi complete \$75; '52 Pontiac straight 8 Complete \$50; '49 Cad flat-head V-8 complete \$100, 672-4907, Roseburg, Ore.

7/12 BUMPERS, new stainless steel heavy duty for 4 wheel drive Ford \$100, 760-6962.

7/12 1971 BLAZER 26,000 freeway miles, no offroad use, loaded, cherry, white top, immaculate 233-3716.

7/12 1967 MUSTANG GT-390, immaculate, new paint, mags, wide tires, low miles, power steering and brakes \$1500, Kathy 244-4865.

7/12 1957 JEEP pickup with Gem Top canopy, wrecked, best offer, 761-3679.

7/12 TIRE, new Lemans H70-15 four ply on reverse rim \$30, 656-9416.

7/12 1955 CHEV. 2 dr. wagon, 2nd owner, V-8, overdrive, excel. cond., \$400, Hood River 354-1748.

7/12 1971 CHEV. Van, white 3/4 ton, 16,000 miles, good tires, manual shift, 6 cyl., anti-pollution equip., passenger seat, 244-9088.

7/12 1958 PORSCHE speedster front bumper, A-1 condition, make offer, after 6 p.m., 654-3426.

7/12 1972 YAMAHA 360, good shape \$650, after 6 p.m. 656-4424.

7/12 TIRE, new and wheel 8.15-15 Firestone mounted on 5 hole pickup wheel \$30; portable room cooler \$35, 761-4503.

7/12 1965 CHEV. Impala, rebuilt engine, Hurst, paint, chrome, clean; 125 Yamaha End. new tires, fender, battery, sprocket, 286-8403.

7/12 TIRES and wheels, 4 Datsun, also 2 Datsun snow tires and wheels, \$10 each or \$45 for all, 678-5449, Aurora, Ore.

8/9 TRANSMISSION, Fordomatic, also engine 292 cu. in. complete 253-2146 or 254-0509.

8/9 1967 MERC. Montclair 2 dr. hardtop, air cond., P.B., P.S., good cond. 284-6088.

7/12 1961 FALCON, new paint, 3 sp. on floor, hi-jackers, chrome wheels, good rubber, headers, Boring 658-3646.

7/12 CAR TOP, canvas, 3 ft. by 4 ft. with suction cups and straps \$15, 656-5484.

7/12 1968 LTD 2 dr. hardtop, power, fact. air, landau top, perfect, \$1250, 253-7675.

7/12 MAGS, alum., 1 pc. for Chev. \$25 pr. or trade for tires; Chev. V-8 bell housing for 4 speed \$9, 286-8083.

7/12 1969 CHEV. Nova 2 dr., '72 350 engine, 4 sp., mags; 6,000 miles, new tires, air shocks, 1 yr. rebuilt trans., \$1850, 760-3216.

7/12 BUMPER, rear pickup pull out \$40, nothing wrong, sold camper, 649-7405.

7/12 '53-56 FORD PU owners. We are forming a club. Call 640-1074.

7/12 1969 VOLKS, 4 speed, nice cond., new tires, \$995 firm, 287-0906.

7/12 1970 HONDA 750, full dress, 16,000 miles, 236-5656.

7/12 1955 CHEV. pickup, 6 cyl., perfect body, wide tires, chrome reversed wheels, \$400, 357-8108.

7/12 1966 BUICK convert., all power, runs very good, inside clean, \$795, St. Helens 397-0253.

7/12 FRONT AXLE and five 5 hole 17in. heavy truck wheels and tires; 4 speed Munci transmission number SBT91J-K1-8, good cond., 761-5801.

7/12 1953 WILLYS Jeep wagon, 283 eng., good cond., new tires, 4 wheel drive 254-8237.

7/12 WHEELS, four 5 hole Ford pickup, tires, tubes, wheel covers, 2 drop ring, mounted \$75, 254-7165.

7/12 1967 CHEV. Nova 6 cyl., auto., 2 dr., hardtop, 1 owner, clean throughout after 6 p.m. 760-4803.

7/12 1972 YAMAHA DT2, 250cc, like new \$250 and take over payments or \$600, 774-3970.

7/12 1965 CHEV. Impala 2 dr., P.S., P.B., V-8, auto, good body, interior, new tires battery, \$425 or offer, 287-3541.

8/9 1971 MONTE CARLO 2 dr. hardtop, vinyl roof, P.B., P.S., air cond., 7 to 1 phone 284-0785.

7/12 1969 HONDA CL90 Scrambler, trail only, new rear knobbie, good cond. \$150, 659-7422.

7/12 1968 CHEV. 1/2 ton pickup, V-8, 4 speed, extras, immac. cond., 638-6263.

7/12 1971 HONDA 350SL, new tire, just tuned, low miles, excel. cond., \$550 or offer 774-5769.

7/12 WHEEL COVERS, 4 like new for '70 T-Bird \$40, 775-5370.

7/12 WINDSHIELD for motorcycle \$5; large side view mirrors, new \$4, 771-6617.

7/12 '48" PLYMOUTH \$75.00 or best offer, 774-0676.

7/12 1968 DODGE 1/2 ton pickup, low miles, with MacDonald's telescope camper, both good condition, \$2495 or best cash offer, after 10 a.m. 233-8129, good rubber.

7/12 ENGINE, complete Tohatsu 50MX, with transmission, new; Volks hubcaps and backrest Mustang wheel covers and grill center, 775-3963.

7/12 1958 FORD pickup with metal canopy \$250 or offer, also Model A bumper 638-5279.

8/9 1972 3/4 YAMAHA 360MX and 2 rail trailer, never raced, approx. 10 hours \$1195 after 6 p.m. 645-2455.



Teamster Trading Post

TIRES, two L-60x15 wide ovals and two 650x14 T&C with studs, both sets almost new, make offer, 252-7981.
MAGS, 1 pc. alum. for Chev. \$25 a pr. or trade for tires, 286-8083.
1972 HONDA Trail 70, less than 500 miles, outstanding cond., street legal with helmet \$275, 236-8233.
RADIO, 12 volt, trans. push button \$9, 286-8083.

HOUSING

BY OWNER, Cape Cod, FCB, Frplce, gar, unfinished upstairs, 2 bdms, nr bus, schls, stores, eating plc, etc. Very Good Condition \$20,500. 775-9449.

HOUSEBOAT on Columbia, Jantzen moorage, 2 bedrooms, large fenced deck, shag carpeting, washer & dryer included \$10,500, 284-6224.

APT. new 2 bedroom, carpet, drapes, washer-dryer hookup, all appliances, Vancouver \$130 per mo., Vancouver 694-3184 or Portland 232-7510.

APT. for rent, range, refrig., drapes, hardwood floors, electric heat, \$90 a mo. \$30 cleaning fee, 6721 N. Vancouver Ave., 236-9663.

20 ACRES, east side Mt. Hood near Friend, Ore., lots of trees, deer, etc., view of mts., \$5,950, e-z terms and trades, after 5 p.m. weekdays or anytime weekends 246-8974.

7/12 HOUSE, trade 2 bedroom home for small town home or \$12,500 cash 5615 S.E. Henderson, Portland.

7/12 HOUSE, Milwaukie \$21,000, 3 bedroom ranch, yard, dead end, dbl. garage, fireplace, storage, dbl. construction, anytime 659-5857, 9803 S.E. Winworth.

7/12 HOUSE, Parkrose, 4 bedrooms, 2 in daylight basement, deck, 1 1/2 baths, fireplace, 65x-350 lot, owner 254-3518.

7/12 MOBILE HOME, completely furnished 10'x40', 2 miles from Pixieland near coast, on hillside lot \$7500, Albany, Ore. 928-3201.

7/12 MOBILE HOME, 2 bedroom, 1959 Melody Home, furnished, carpeting, stereo, 10x50, \$2,900, outstanding balance \$2,200, will accept car for equity 631-3669.

7/12 HOUSE, Alameda, large 3 bedroom, by owner \$15,950, open Sun. 2316 N.E. Mason, 234-3874 or evenings 281-1558.

7/12 HOUSE, 1,050 sq. ft., 3 bedroom, new gas furnace, gas hot water and gas fireplace logs, remodeled kitchen with bar, double garage, storage shed, fruit trees, 65' x 110' lot, auto. fire alarm system, \$22,500, 11077 S.E. 52nd, Milwaukie eves. 654-9792.

7/12 MOBILE HOME, '69 Homette 12x60, tip out, carpeted, all electric, consider trade. \$3995, 771-6013 or 774-8622.

7/12 HOUSE, Milwaukie split entry, like new, has everything, 3 bedroom, party rm, 2 fireplaces, covered deck, extra parking, dead end st., \$31,950, 659-7474.

8/9 ACREAGE, with 3 or 4 bedroom house, good cond., lease-option, \$250 down, up to \$150 mo., Gresham or Troutdale area, L. Brown, Rt. 2, Box 572, Troutdale, 666-7416.

8/9 MOBILE HOME, '73 all electric 12x60, 2 bedroom, wired for washer and dryer, at Country Villa Court, space 50, Scappoose, Ore. 97056.

7/12 5 ACRES, 5 miles east of Sisters, over 400 ft. frontage on Hiway 20, after 6 pm 666-8684.

WANTED

TRACTOR WORK, plow, disc, leveling blade, also landscaping and painting 654-0333 or 777-2729.

7/12 PROPANE TANK, 2 1/2 gal. horizontal, or smaller upright, 656-1855.

7/12 LIONEL TRAINS, any age or condition, call or write Bob Davidson 255-9210, 78 S.E. 148th, Portland 97233.

8/9 FRONT END for 1965 Buick Special, Lincoln City, Ore. 994-5453.

7/12 CAR or pickup, late model, consider damaged 285-3318.

7/12 DOORS for 4 door deluxe 1950 Chev. or some window glass, also bottom for back seat, 654-7119.

SPORTS EQUIPMENT

7/12 BOAT, 28 ft. you finish building, ready to plank, plywood, all plans and lumber included \$200, Hood River 354-1748.

8/9 TENT TRAILER, sleeps four, \$250, 235-1232.

7/12 BOAT, 14 ft. with Holsclaw tilt trailer, 25 hp outboard, 7" pram and oars, trade or sell any part, weekday evenings 7022 N. Omaha, Portland.

8/9 BOAT, 22 ft. cabin cruiser, 120 hp Volvo outdrive, fully equipped, excel. cond., plus 2-way radio and tandem tilt trailer, \$4000, 289-3569.

8/9 GUNS, 308 and 32 special; 22 revolver; scope; mounts; ammo, all new 2625 S.E. 84th Place, Portland.

7/12 BOAT, 16 ft. Clippercraft, trailer, 3 motors \$600 or best cash offer 281-3914.

7/12 BOAT, 1958 wood 17 1/2 ft., canvas top, electric start 25 hp Sea King and tilt trailer, Vancouver, Wash. 695-8376.

7/12 BICYCLE, man's 10 speed Kokusai, 25" chrome molybdenum butted frame, 27" alloy rims, 3 pc. cotterless alloy crank, sun tour derailleur, diacompe center pull brakes, alloy handlebars and seat post, \$125, 654-7029.

The Teamster Trading Post is a FREE SERVICE to members of Teamster locals in Oregon. Please follow these rules:

1. Please send just ONE AD for any issue of the Oregon Teamster, and limit it to a maximum of 20 words.
2. Ads will be published up to a maximum of two insertions if requested and may be resubmitted.
3. Copy deadline is at noon Friday prior to publication.
4. Be sure to give your name, address and Teamster Local Union number.
5. Sorry, we absolutely cannot accept ads on the telephone. Please mail your ad by post card or letter to the Editor, Oregon Teamster, 1020 N.E. Third Ave., Portland, Ore. 97232, or bring to the Oregon Teamster office.
6. This newspaper is not responsible for errors in listing of items, addresses or telephone numbers.
7. Absolutely no commercial ads accepted.

7/12 BOAT, 1963 16 ft. Correct-Craft American ski, inboard 312 Interceptor, excellent condition, tournament speedometer, ski bar, \$2700, Ontario, Ore. 889-8159, 934 N.W. 11th Street.

7/12 POOL TABLE, 4x8, good condition \$100, 656-4887.

7/12 ENGINE for air boat, 72 hp McCulloch Drone, mounted on frame \$225 or offer, The Dalles, Ore. 296-4511.

7/12 BICYCLE, 3 speed 26" with child carrier \$35; 2 folding boat-stadium seats, new \$6, 760-2726.

7/12 CAMPER JACKS, Sears 3-point \$50, 761-8295.

7/12 BOAT, year 'round vacation, 26' houseboat, self-contained, fish, ski, \$8250, 621-3926.

7/12 TENT TRAILER, '72 Sportliner deluxe, excellent condition, full kitchen, gas heater, sleeps 6, \$1895 new, sell \$1350, 775-8239.

7/12 BOAT, 17'2" Crestliner, tri-hull, 75 hp Johnson, accessories, full canvas, Calkins tilt trailer, all like new \$2,000, 253-7675.

7/12 BOAT PLANS, Fers cement for 54 ft. trowler 253-2146 or 254-0509.

8/9 BOAT, 24' Bayliner Saratoga Express cruiser, 215 OMC and EZ load trailer, new battery, camper top extension, like new, loaded \$7895, 771-7225.

7/12 BOAT, 1970 Glaspar 15 ft. ski boat, 65 hp Mercury outboard, good condition, low hours, Battle Ground, Wash., 1-206-687-2764.

7/12 BOAT, 14 ft. fiberglass, 6 ft. wide, 15 hp Evinrude, opening windshield, top, controls, tandem tilt trailer, \$600, 771-2088.

7/12 CAMPER, 11 ft. pickup, self contained, Mono-Matic, excel. cond., 638-4788.

8/9 GUN, M-1 Garand, Springfield armory, super clean, all original \$130, 654-7029.

7/12 FILTER SYSTEM, Wards and accessories for 2500 gal. pool \$20, 761-5118.

7/12 BOAT, 17 ft. lapstake, two 40 hp Johnsons, sleeper seats, tandem axle trailer, after 6 p.m. 645-2455.

FOR THE HOME

7/12 DAVENPORT \$20; 40" range \$35, 656-9416.

7/12 IRONER, Ironrite, perfect condition \$25, 639-4817.

7/12 STUDIO COUCH SET, 3 piece, \$140, more info. 775-3850.

7/12 DAVENPORT, crushed velvet, gold and olive green, 8 ft., year old, paid \$350, sell \$195, evenings 760-4533.

7/12 OIL HEATER, Signature, 3 yrs. old, new baffles, heats 5 rooms, excel. cond., \$85, 761-1027.

7/12 RUG, shag candy strip rubber back, 11 1/2 x 13, just like new \$50; 19" B&W TV works good \$25, Aloha 649-8175.

7/12 OLDER TYPE ITEMS, round wicker table and chairs; 5 drawer chest; iron bed, plus spring and mattress; bookcase; glassware \$232-5454.

7/12 WOOD STOVE, cooking, Montag with shelf, excell. baking oven, excel. cond. make offer, 284-0785.

7/12 VACUUM SWEEPER, Wards, cost \$24.95, sell \$15, 774-8622.

7/12 SEWING MACHINE, White pedal, works good, \$25, 665-7362.

8/9 COUCH FRAME, antique to be upholstered, curved arm, \$25 or offer 234-7739.

7/12 REFRIG. \$16.75; dryer \$24.50; range \$17.10; mangle \$23; overstuffed chair \$14.25; reclining chair \$17.85; tool box \$3.25, 236-6570.

7/12 DAVENPORT and chair, turquoise, 7 ft. good condition \$85; blonde coffee table and end tables \$15, 288-4987.

8/9 ROCKER, platform and club chair; davenport and chair; 9x12 hooked rug, 287-0384.

7/12 REFRIG. small browntone Kelvinator, good cond. \$35, 777-3442.

7/12 FREEZER, Philco chest type, 9 cu. ft., \$65; Sears Cold Spot air conditioner, 6000 btu \$85; portable tv stand \$5; portable air cond. \$25, 289-8965.

7/12 VACUUM CLEANER, Lewyt with attachments \$15; Regina floor polisher \$15, 644-8517.

7/12 SHADES, 2 white Roman 36"x59", cost \$80, sell \$40, Milwaukie 653-1850.

8/9 CHAIR, large recliner, green upholstery, excellent, \$40; refrig. \$10; 2 maple table lamps \$3 each, 287-8676.

7/12 STOVE, older electric G.E. 40", works good, missing bean pot and pig tail 232-9732.

7/12 RECORD CHANGER, BSR stereo with diamond stylus, new, anti-skate and cue features \$45, 236-8233.

7/12 MATTRESS and springs \$10; TV cart, like new \$5; 2 very clean stoves \$15 each, 771-6617.

CHILDREN'S ITEMS

7/12 CLOTHING, girl's sizes 8-10 and 12, excel. cond., reasonable 288-3368.

7/12 BEDROOM SET, girls, dresser, chest of drawers, twin beds with canopy and bed spreads \$125; clarinet, paid \$169, used 2 yrs. sell \$95, 774-2265.

7/12 BABY SCALES, \$5; lawn swing, no top \$20, 236-0032.

7/12 BICYCLE Schwinn Varsity 10 speed, good cond., \$40, 760-3216.

7/12 DOLL, G.I. Joe \$1; large stuffed bear \$2; music stand, like new \$6; football shoes size 4, like new \$3, 287-9823.

7/12 BICYCLE, boy's 5 speed, Schwinn fastback sting-ray, \$40, after 5 p.m. 246-4552.

7/12 BICYCLE, boy's sting-ray, 3 speed, like new \$30 or offer, 253-7675.

7/12 BICYCLE, boy's 24" sting-ray, sharp looking, chrome and red, ram bars, new rear wheel and tire, \$28, 246-1337.

8/9 BABY CLOTHES, boys, all kinds from birth to 9 mos. excel. cond. reasonable, 282-8007.

8/9 BICYCLE, girl's 20" sting-ray type, hand brake \$20, 771-9298.

8/9 BICYCLE, Schwinn twin tandem, almost new, campus green, with baby seat \$100; boy's bike \$15; tri-cycle \$5; Sonda scooter \$5; peddle car \$5, 771-7225.

7/12 BICYCLE, boy's 5 speed Sears Screamer 1, \$35 cash, 235-5720.

7/12 BICYCLE, girls 3 speed Huffy Sportsman, English lightweight, good condition, \$25, 659-0414.

7/12 BICYCLE, 10 speed Columbia, gold with chrome fenders, new grease and cables, \$65, 283-3407.

7/12 BABY FURNITURE, high chair, crib mattress, playpen, car seat, misc. after 6 p.m. weekdays, all day Sat., Sun., 236-3329.

MISCELLANEOUS

7/12 WINDOW and frame-moulding, storm window and screen, good shape \$10, 285-2078.

8/9 DUCKLINGS, Mallard, 658-3982.

7/12 SUITS, man's, new, large size; 10 speed Schwinn, 285-3318.

7/12 TRAVEL TRAILER, Winnebago 19 1/2 ft., fully self contained, electric brakes, spare tire, awning, sleeps 6, very clean, \$1750, 659-0848.

8/9 DRILL BITS, hi-speed; 7 hp engine; cycle parts; travel clock, 2625 S.E. 84th Place.

7/12 LAWN MOWER, table; mattress, 775-3963.

7/12 CEMETERY PLOTS, 2 graves, Sunset Hills, La Cresta section, \$700 value, sell for \$500 or trade, evenings 235-1996.

7/12 RING, double 1/4 kt. diamond solitaire, appraised \$600, sell best offer over \$500 659-3645.